

Application 10/697,538

IN THE CLAIMS

I claim:

1. An operational system to control child safety locks on automobiles, comprising:
 - a) two child safety locks, which prevent the rear doors of automobiles from being opened from the inside when the child safety locks are engaged,
 - b) two electric motors, and two solenoids; one electric motor and one solenoid for each child safety lock; to move the child safety locks into the engaged or disengaged position,
 - c) two rocker arm switches, one to control the operational system for each child safety lock,
 - d) an electronic display system, comprising of two light emitting diodes, one diode for each rocker arm switch to indicate whether the child safety locks are engaged or disengaged,
 - e) circuit wires for each rocker arm switch and each electric motor,
 - f) an electric motor is attached to each child safety lock, one end of the circuit wires are attached to each electric motor, the other ends of the circuit wires are attached to the rocker arm switches.

Application 10/697,538

DESCRIPTION OF PRIOR ART:

The present invention is an operational system for use in automobiles and the like. The operator of the vehicle may engage or disengage the child safety lock mechanism from the comfort of the driver's seat.

Patent 5,474,339 issued to Johnson describes a vehicle door latch assembly adapted to be mounted to a vehicle structure to engage a strike bolt. Johnson's invention relates in general to electrically actuated latch assemblies and to an improved structure for an electrically actuated vehicle door latch having a double locking antitheft feature. The applicants invention describes a operational system to engage or disengage the child safety lock mechanism electronically.

Patent 4,802,350 issued to Periou describes an assembly door latch and a device for deactivating said latch. Periou's invention is more generally applicable to any latch or closing device of an opening element of a car door. Periou's invention does not relate to an operational system to engage and disengage the child safety lock mechanism electronically as the applicants invention describes.

Patent 6,786,530 issued to Fisher describes an invention that relates to vehicles, and in particular latches operable to releasably secure an associated door in a closed position. Fisher's invention does not relate to or describe an operational system to engage or disengage the child safety lock mechanism electronically as the applicant's invention does.

Application 10/697,538

Patent 5,577,782 issued to Johnson et al. relates to an improved structure for a vehicle door latch assembly when in locking and double locking are accomplished by uncoupling components. Johnson et al. invention does not describe an operational system designed to engage or disengage the child safety lock mechanism electronically as the applicant's invention does.

Patent 3,648,491 issued to Kenard, Thomas A. relates to an arrangement for preventing the theft of a vehicle characterized by an electronically hood latch operated by the ignition key for the vehicle, and where alternative manual unlatching means is provided. Kenard's invention does not describe a operational system to engage or disengage the child safety lock mechanism electronically as the applicant's invention does.

Patent 3,751,950 issued to Leger et. al. describes a device for simultaneously locking or releasing a plurality of doors of a vehicle. Leger's invention does not describe an operational system to engage or disengage the child safety lock mechanism electronically as the applicant's invention does.

Application 10/697,538

Patent 4,652,768 issued to Gmeiner et. al. relates to a locking mechanism for the locks of the rear doors of a motor vehicle with one locking device for each door lock acting against the unauthorized opening of the doors. Gmeiner's invention does relate to child safety lock mechanisms. However, this system is limited to a positive grounded vehicle. Gmeiner specifically claims the use of a p-n-p (positive-negative-positive) transistor to regulate the flow of the electric current. Applicant's invention employs the use of a relay switch which will allow applicant's system to work with a n-p-n (negative-positive-negative) grounded vehicle as well as a p-n-p grounded vehicle. All vehicles are not positively grounded. Some vehicles are negatively grounded and some vehicles are positively grounded. The use of a relay switch will allow the current to flow regardless of whether the vehicle is positively grounded or negatively grounded.

SUMMARY:

If the claim is not written correctly, applicant request that the examiner would write a claim that is acceptable. For the foregoing reasons, applicant submits that the present application is in condition for allowance.

Respectfully submitted



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